AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

1. (original): Test stand for motor vehicles, having a tipping device comprising:

a lower frame unit;

an upper frame unit configured to tip relative to the lower frame unit; and

four lifting units disposed in corner zones of the frame units.

2. (original): Test stand having a tipping device as claimed in Claim 1, wherein the lower frame unit and the upper frame unit are interconnected exclusively via the lifting units.

3. (original): Test stand having a tipping device as claimed in Claim 1, further comprising four piston rods each respectively associated with the four lifting units,

wherein the lower unit has conical holes each respectively in one of the corner zones and each widening upwards, and

wherein the piston rods extend respectively through each of the conical holes.

4. (original): Test stand having a tipping device as claimed in Claim 3,

wherein the piston rods comprise respective conical frames along outer circumferences of the piston rods, and

wherein each of the conical frames, in a retracted position, forms a centered positive connection in lateral directions between the piston rod and the lower frame unit, thereby forming a locating bearing between the lower frame unit and the upper frame unit.

5. (original): Test stand having a tipping device as claimed in Claim 3, wherein each of the piston rods is connected, in a respective upper end region of each piston rod, with the upper frame unit via respective spherical bearings.

6. (original): Test stand having a tipping device as claimed in Claim 3, wherein the upper frame unit is tipped by positioning two adjacent ones of the piston rods in respective retracted positions while extending two other ones of the piston rods from respective retracted positions.

7. (currently amended): Test stand having a tipping device as claimed in Claim 4, wherein each of the piston rods deflects laterally when the piston rod is extended from ~~the~~ a retracted position.

8. (original): Test stand having a tipping device as claimed in Claim 1, wherein the four lifting units are configured exclusively for tipping the upper frame unit.

9. (original): Test stand having a tipping device as claimed in Claim 1, wherein the lifting units are controlled with a control terminal via a central control unit.

10. (currently amended): Test stand having a tipping device as claimed in Claim 1, wherein the test stand is an Electronic Stability ~~Control~~ Program test stand.

11. (new) Test stand for motor vehicles, having a tipping device comprising:

a lower frame unit;

an upper frame unit configured to tip relative to the lower frame unit; and

lifting means attached to the lower frame unit and connectable to the upper frame that tilt the upper frame.

12. (new): A test stand according to claim 11, wherein the lifting means are disposed in corner zones of the frame units.

13. (new): A test stand according to claim 11, wherein the lifting means include four piston rods.

14. (new): A test stand according to claim 13, wherein the piston rods are independently operable.

15. (new): A test stand according to claim 11, wherein the lifting means are operable to tilt a vehicle in at least one of a longitudinal and transverse direction relative to an axis of the vehicle.

16. (new): Test stand for motor vehicles, having a tipping device comprising:

a lower frame unit;

an upper frame unit configured to tip relative to the lower frame unit; and

lifting units extendable in an axial direction that tilt the upper frame.

17. (new): A test stand according to claim 16, wherein the each of the lifting units is independently extendable.

18. (new): A test stand according to claim 16, wherein the lifting units are operable to tilt a vehicle in at least one of a longitudinal and transverse direction relative to an axis of the vehicle.

19. (new): A test stand according to claim 16, wherein the lifting units comprise four piston rods disposed in corner zones of the frame units.